(d) Does no' arise.

(e) In view of the far reaching implications, it is not proposed to extend the existing facilities further.

Maintenance of National Highways by private firms

2238. SHRI V1THALRAO MADHAVRAO JADHAV :
SHRI SURENDER SINGH :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) what is the total length of National Highways in different parts of thie country ;

(b) whether there is any proposal under Government's considera ion to hand over the developmen and maintenance work of National Highways to private firms ;

(c) if so, what are the details in this regard ; and

(d) whether Government propose to sell debentures in open marker to borrow the money to be utilised tor maintenance of National Highways in Maharashtra ?

THE MINISTER OF STATE OF THE MINISTRY OF SUR FACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) The total length of National Highways is 33,689 Kms.

(b) and (c) No, Sir. However, Govt, of India is contemplating to involve private sector in the develop-
ment/maintenance of the National Highways. One of the pre-requiskes to involve private sector is to amend the National Highway Act, 1956
(48 of 1956) to enable levy of fee on selected sections of National Highways in the country. A Bill for amending the NH Act, 1956 has been introduced in the Lok Sabha on 27-2-1992.

(d) No, Sir.

Replacement of cranes by Madras Port Trust

2239. SHRI S. MADHAVAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Madras Port Trust has suggested for the replacement of the existing low capaciiy ordinary cranes with more efficient cranes to operate coal movement ;

(b) if so, what are the details thereof ;

(c) what action is being taken thereon ; and

(d) whether the Madras Port Trust is implemening is computerisation programme and if so. what are the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) Three guntry type cranes of 20. onncs capacity have been suggested for purchase by Madras Por. Trust to replace 6 low capacity cranes for handling bulk materials like fertiliser, sulphur, scravs, heavy steel materials etc. and not for handling coal.

(c) The proposal is under examination.

(d) Madras Port have been carryingonis computerisation Programme continuously by way of acquisition of hardwares, their upgradation and development of softwares. Various activities of Madras Port such as pay rolls, maintenance of stores invertory. financial accounting, compilation of trade statistics, provident fund man-gement, piece-rate incentive scheme, pension management. Railway wagon management, maintenance of Engineering Data Book, monitoring of turn round of vessels, container handling, tracking and billing are